1956

Guide

to your New

CHEVROLET

Welcome to the Chevrolet family...

NEW CHEVROLET OWNERS

Your new 1956 Chevrolet is by far the finest and most beautiful Chevrolet ever built . . . designed to serve you faithfully and economically over many thousands of miles. The information and suggestions in this manual can help you enjoy to the fullest all the advantages of your new car.

We should also like to take this opportunity to thank you for choosing Chevrolet . . . and to assure you of our continuing interest in your motoring pleasure and satisfaction.

Chevrolet Motor Division
General Motors Corporation
Detroit 2, Michigan

OWNER'S MANUAL

PREFACE

This manual has been compiled to assist you in obtaining the highest possible degree of satisfaction from your new Chevrolet. Some of the maintenance operations outlined herein should be performed only in a suitably equipped garage and by personnel trained to recognize and evaluate indications of abnormal wear or other non-standard conditions. For this reason, you are urged to have your car regularly serviced and inspected by your Chevrolet Dealer.

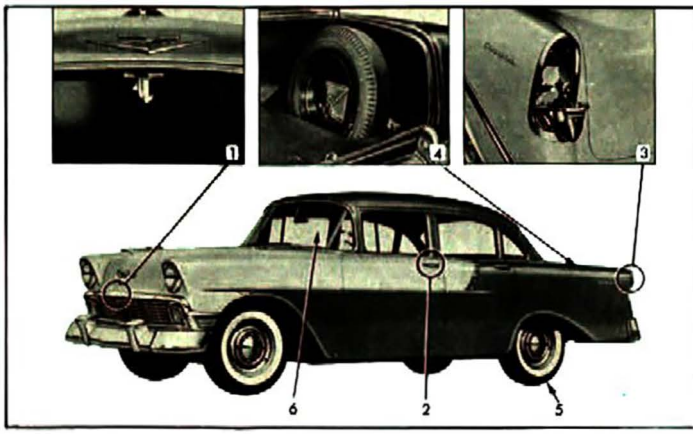
All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice.

FIRST EDITION

INDEX

PRELIMINARY POINTERS

EXTERIOR



1. *Hood Latch*—The hood latch is located at the front of the hood, slightly right of center. The hood may be opened with one hand and in one continuous motion by reaching under the grille header bar, pulling the latch and raising the hood. Spring loaded supports hold the hood at desired positions.

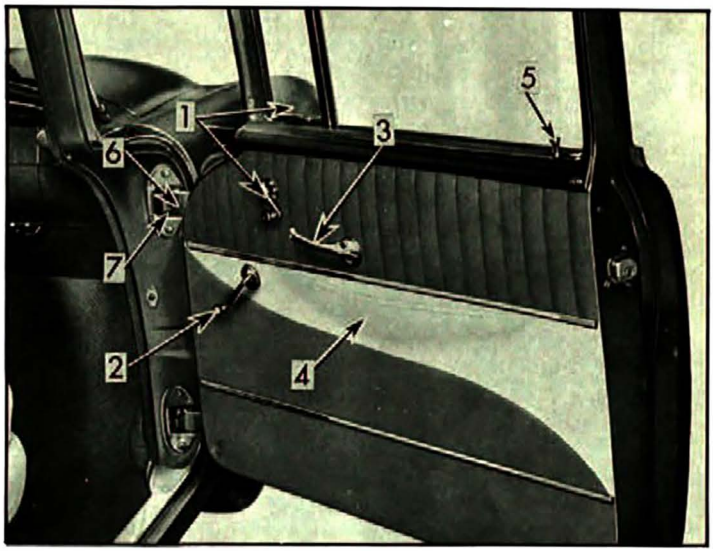
2. *Door Lock and Handle*—Outside door handles are grip type with push button releases. Lock on both front doors is located below handle.

3. *Gasoline Filler Cap and Lid*—The gasoline filler cap is located behind the left tail light. Twist the latch above the stop light lens and pull tail light towards you. The tail light is hinged at the bottom.

4. *Rear Compartment*—Lid is counterbalanced. It locks without key when shut, and key is required to open. Spare tire and car jack are stowed at the right side of the rear compartment except on station wagon and sedan delivery models. The combination jack handle and wheel wrench fits into the wheel well, with the tire. One end of the jack fits into a socket on the compartment floor and the other end is cradled in a bracket welded to the sidewall. The tire and wheel is pulled taut against the jack by a wing nut, using jack base as a clamp.

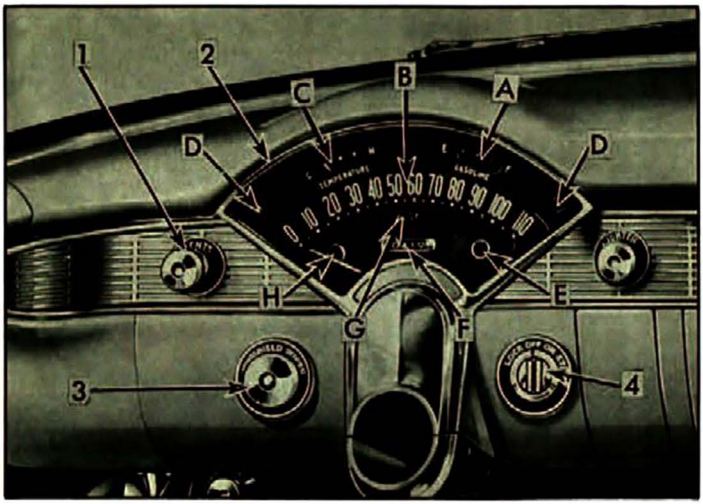
5. *Tires*—Tubeless tires are standard equipment. Sizes, proper inflation pressures and recommended tire care are outlined on page 12.

6. *Air Intake Louvres*—Passenger compartment is assured a flow of outside air through hood-high air intakes consisting of five banks of six louvres each. Air flow into passenger compartment is controlled by a vent knob at each end of the instrument control panel lower flange.



1. *Door Ventipane*—Ventilating panes in the front door windows are crank operated and locked by a sliding bolt.
2. *Window Control*—Crank type controls raise and lower all door windows and the rear quarter windows on two-door models.
3. *Door Latch Control*—The front doors may be unlocked and opened by pulling up on inside door handle, whether locked by door locking button or key. The rear doors may be opened by pulling up on handle only when locking button is up. (Unless otherwise set by your Chevrolet Dealer.)
4. *Arm Rest*—Finger grip space is provided on arm rests for pulling doors closed.
5. *Door Locking Button*—All doors may be locked from inside by pushing door locking buttons down, or from outside by pushing button down and holding outside door push button in while closing door.
6. *Door Hinges*—Doors are mounted on two hinges concealed in body pillar and front edge of door.
7. *Door Check*—Entering or leaving the car is facilitated by door checks which hold the door in the full open position.

Front Seat Adjustment—The front seat can be adjusted forward or backward by depressing the lever at lower left side of seat and sliding seat to the desired position. When the seat is adjusted forward from the rear position the seat tilts as well as slides, so the driver becomes more erect as he moves forward.



1. *Light Control Knob*—Parking lamps and tail lamps light when knob is pulled out to first stop. Headlamps light and parking lamps go out when knob is pulled out to second stop. When knob is at either first or second stop, instrument panel lamps are lighted, and their degree of brightness controlled by rotating the knob. The dome lamp lights when knob is turned all the way counterclockwise (left), beyond the point where a slight resistance to turning is encountered.

2. *Instrument Cluster*—Operational indicators are grouped on the recessed instrument cluster:

   a. The Fuel Gauge indicates the quantity of fuel in the tank. The indicator needle rests at the E (empty) mark when ignition switch is at OFF position.

   b. The Speedometer indicates car speed in miles per hour.

   c. The Temperature Gauge indicates the temperature of the engine coolant. When the engine is first started, the needle may rest at the C (cold) end of the gauge and as engine warms up the needle should move to a point near the center of the gauge. If needle moves to H (hot) end of gauge while engine is running, the engine is overheated and should be shut down until cause of overheating is corrected.

   d. The Direction Signal Indicators (arrows near each end of the instrument cluster) flash on and off when signaling. If bulb does not light, either the front or rear, or both signal lamps are not lighting, or the indicator lamp is burned out.

e. The Oil Pressure Indicator shows a red warning light when oil pressure is low. If light remains on when engine is operating the engine should be stopped and the cause determined.

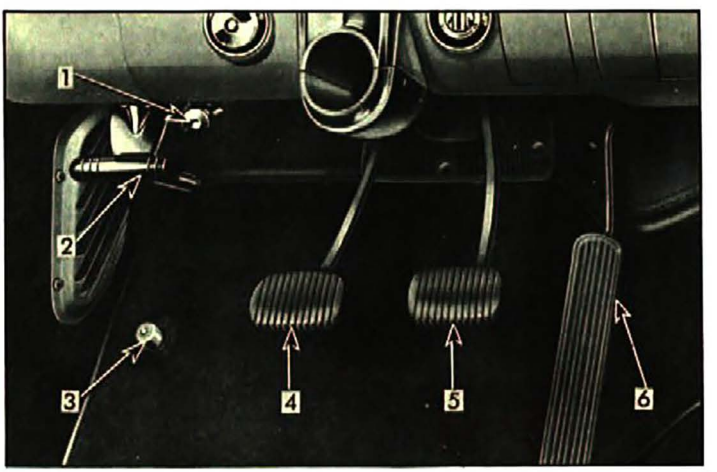
f. The Odometer registers the accumulated mileage the car has been driven.

g. The Headlamp Beam Indicator (Chevrolet Emblem) lights when the headlamps are on the high beam.

h. The Generator Indicator shows a red warning light when the generator is not charging. If light is on continually while driving, the cause of discharge should be investigated and remedied.

3. *Wiper*—Windshield wipers are regulated by rotating the wiper knob.

4. *Key Starter*—There are four positions for the switch: LOCK, OFF, ON and START. To operate, turn switch to START. As soon as the engine starts, release switch, which will return to ON position. A key is required only when turning to or from LOCK position.



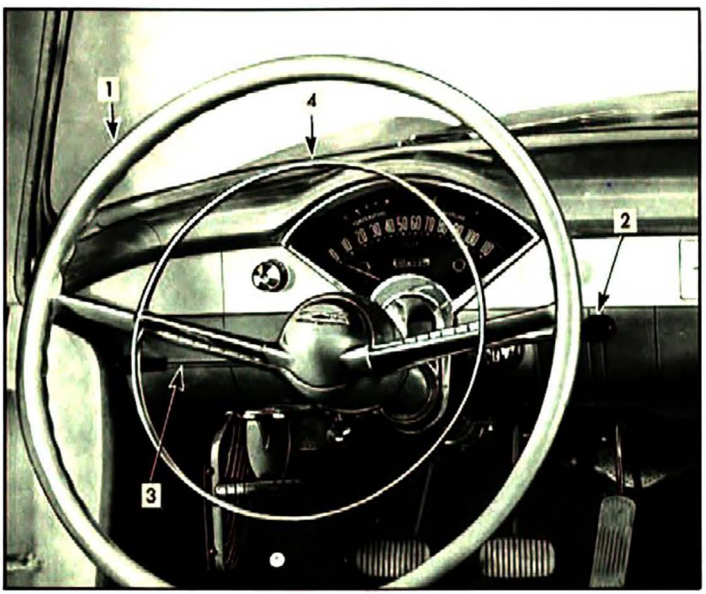
1. *Vent Knob*—Dampers in the ventilating system are adjusted by operating the vent knob at each end of the instrument control panel lower flange. Pull knob out to admit outside air, push knob in to shut off air.

2. *Parking Brake*—The parking brake operates on the rear wheel brake shoes through mechanical linkage. It operates independently of the service brakes and is applied by pulling straight back on the T-handle. To release, simply turn the handle slightly and let handle return to normal position.

3. *Headlamp Beam Selector*—Operating the button changes the headlamp beam. The high beam position is indicated by a red

light in the Chevrolet Emblem, below the "50" and "60" marks on the speedometer.

4. *Clutch Pedal*—The clutch pedal provides for disengaging the transmission from the engine when starting or stopping the car and when shifting gears.
5. *Brake Pedal*—The brake pedal operates the "Master Cylinder" in the hydraulic braking system which actuates individual brake cylinders hydraulically in each wheel to engage the brake shoes with the brake drum.
6. *Accelerator Pedal*—The accelerator pedal controls engine speed and is designed to provide the proper "feel" for smooth control.



1. *Steering Wheel*—The steering wheel operates a recirculating ball type steering gear.
2. *Shift Lever*—The gear shift lever provides for mechanically meshing the transmission gears in any of the three forward or one reverse gear ratios (see "Conventional Transmission", page 8).
3. *Direction Signal Lever*—The direction signal lever operates flashing lights front and rear. Pushing the lever in the same direction the steering wheel is to be turned operates the lights to indicate the direction the car is to turn. The lever automatically returns to neutral position when the turn is completed.
4. *Horn Button*—Finger tip pressure any place on the horn button or ring makes electrical contact which causes the horn to sound.

DRIVING INFORMATION

GOOD DRIVING TIPS

1. Watch your speed.
2. Keep in line.
3. Keep your distance.
4. Pass with care.
5. Give signals.
6. Turn properly.
7. Obey signs and signals.
8. Obey right-of-way rules.
9. Protect pedestrians.
10. Use lights properly.
11. Park right.
12. Drive defensively.
13. Keep fit to drive.
14. Drive a safe car.

BREAKING IN

To maintain the high standard of performance and efficiency of your new Chevrolet, special attention should be given to lubrication and the speed at which the car is driven during the "break-in "period. The crankcase of the engine as delivered to you, is filled with a light body "breaking-in" oil. USE THIS OIL ONLY DURING THE FIRST 500 MILES OF DRIVING. If it is necessary to add oil, use one of the "light body" oils described on page 15.

Check the oil frequently during the first 500 miles. At the end of the first 500 miles, drain the "breaking-in" oil from the crankcase—when hot—and refill with an oil of the viscosity number and type indicated on page 15.

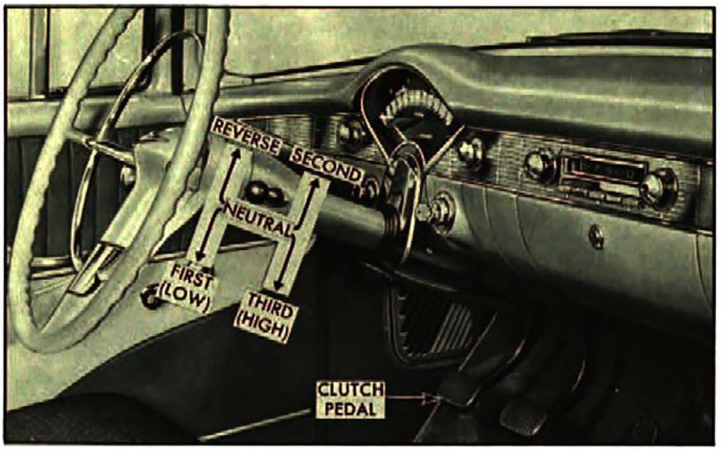
To properly break-in the moving parts of the engine do not drive faster than:

40 miles per hour for the first 100 miles.

50 miles per hour for the next 200 miles.

60 miles per hour for the next 200 miles.

DRIVING WITH CONVENTIONAL TRANSMISSION



Chevrolet's Synchro-Mesh transmission and spring clutch provide motoring ease for conventional driving.

Starting the Engine

1. Place shift lever in neutral and depress clutch pedal.
2. Depress accelerator and hold which pre-sets automatic choke.
3. Turn key starter to Start and release as soon as engine starts. Release accelerator as soon as engine starts which will select the proper fast idle step on carburetor for prevailing temperature.

Should engine flood, depress accelerator to the floor to open choke while starting. Do not pump accelerator.

CAUTION: *Carbon Monoxide is a Poisonous Gas. Never Start or Run the Engine in a Closed Garage.*

Starting the Car—Any of the three forward speeds or reverse may be selected from the neutral position as follows:

FIRST SPEED—Depress clutch. Raise shift lever and move fully down. Engage clutch gradually.

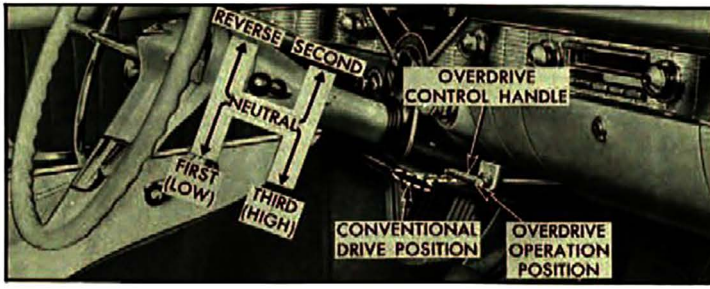
SECOND SPEED—Depress clutch. Push shift lever up and away from the steering wheel. Engage clutch.

THIRD SPEED—Depress clutch. Pull shift lever down and away from steering wheel. Engage clutch.

REVERSE—With car at a standstill, depress clutch. Raise shift lever and push fully upward. Engage clutch gradually.

Push Start—Should it ever be necessary to start the engine by pushing or towing car, place lever in neutral until car reaches 15 mph. Depress clutch, turn key starter to ON, and place shift lever in THIRD speed. Engage clutch gradually to start engine.

DRIVING WITH OVERDRIVE TRANSMISSION



Overdrive optional equipment used with Chevrolet Synchro-Mesh transmission provides an automatic fourth or cruising gear in which engine speed is reduced more than 22% for the same road speed with the conventional car.

When car is in motion, conventional driving may be obtained by pressing accelerator pedal to the floor and, at the same time, pulling overdrive control handle all the way out. Handle must be pushed in to make overdrive operation available, and this can be done at any time.

Starting the Engine is accomplished in the same manner as with conventional transmission (see page 8).

Use of Clutch Pedal—When starting from a standstill, or when bringing the car to a stop, or when car speeds are above approximately 30 miles per hour the clutch must be released for shifting gears. At speeds below approximately 26 miles per hour the free-wheeling action of the overdrive unit makes it possible to do all gear shifting without depressing the clutch pedal.

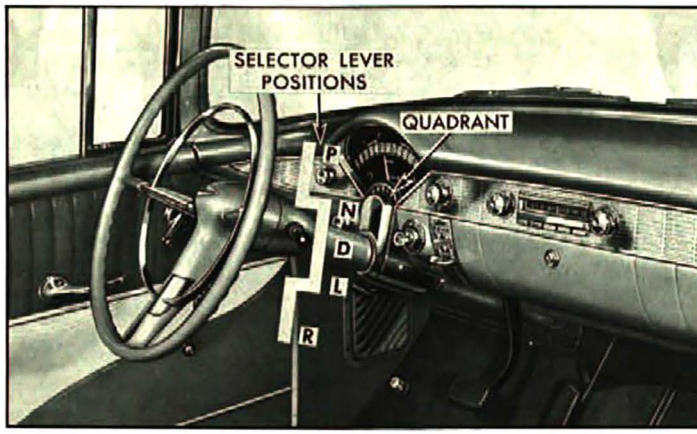
At any speed above 30 miles per hour the transmission will automatically shift into overdrive if the accelerator pedal is momentarily released. When car speed drops below 26 miles per hour the overdrive will automatically disengage.

When overdrive is engaged and gear shift lever is in either second or third position, extra power for rapid acceleration or hill climbing is supplied by depressing the accelerator pedal to the floor.

Parking—When the overdrive control handle is pushed in, engine compression for "in gear" parking will be effective only in the reverse position. To park in any other gear the control handle should be pulled out. Always apply the hand brake when parking a vehicle.

Push Start—Should it ever be necessary to start the engine by pushing or towing the car, pull overdrive control handle all the way out and place shift lever in neutral until car reaches 15 mph. Depress clutch, turn key starter to ON and place shift lever in THIRD speed. Engage clutch gradually to start engine. After the engine starts, the overdrive control handle may be pushed in at any time.

DRIVING WITH POWERGLIDE TRANSMISSION



Powerglide is a completely automatic transmission which replaces standard clutch and transmission. Selective control is obtained through the selector lever on the steering column just below the steering wheel.

Fingertip control of the Powerglide transmission is provided by five different positions which are indicated on the Powerglide quadrant in the bottom of the instrument cluster:

–P– **Park.** Holds the car immovable, even on steep grades. Engine can be started and idled in this position.

–N– **Neutral.** Allows engine to be operated with car standing still.

–D– **Drive.** For all normal driving. Transmission automatically selects the range best suited to every driving situation.

–L– **Low.** Use only when pulling through deep snow or sand, climbing or descending very steep hills, and for additional engine braking below 40 mph on dry pavement.

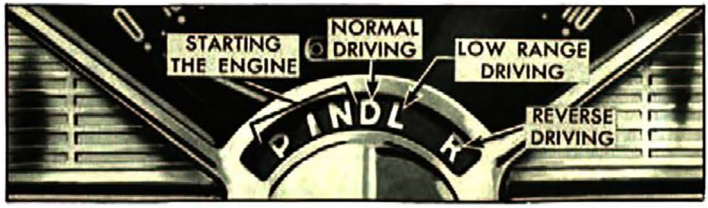
–R– **Reverse.** For backing up. Bring car to a complete stop before selecting this position.

Starting the Engine

1. To start engine selector lever must be in "P" or "N" position as starter is inoperative in other positions. If car is on a hill "P" position is preferred.
2. Depress accelerator and hold which pre-sets automatic choke.
3. Turn key starter to Start and release as soon as engine starts. Release accelerator as soon as engine starts which will select the proper fast idle step on carburetor for prevailing temperature.

Should engine flood, depress accelerator to the floor to open choke while starting. Do not pump accelerator.

CAUTION: *Carbon monoxide is a poisonous gas. Never start or run the engine in a closed garage.*



Normal Driving—Place selector in "D" and press the accelerator for smooth, effortless driving in city or country. Powerglide automatically selects the range most suited to your driving needs. Starting, the car moves forward in automatic low, changing to cruising range between 12 and 50 mph., depending on accelerator position. While cruising at speeds below 45 mph., Powerglide will change automatically to low range when accelerator is fully depressed for maximum acceleration. At low speeds above 12 mph., this change may occur before accelerator is fully depressed. As the car slows to a stop, Powerglide changes to low range at 12 mph. in readiness for the next start.

NOTE: *The above road speeds are approximate, and may vary with individual cars.*

Low Range Driving—"L" position should be used when climbing very steep grades at reduced speed, or when pulling through deep sand and snow. At speeds below 40 mph. this range may be used to provide additional engine braking for descending steep grades on dry pavement or slowing down on slippery pavement, below 12 mph.

Reverse Driving—"R" position reverses Powerglide for backing. Bring car to complete stop, raise control lever slightly and move to "R" position with engine idling.

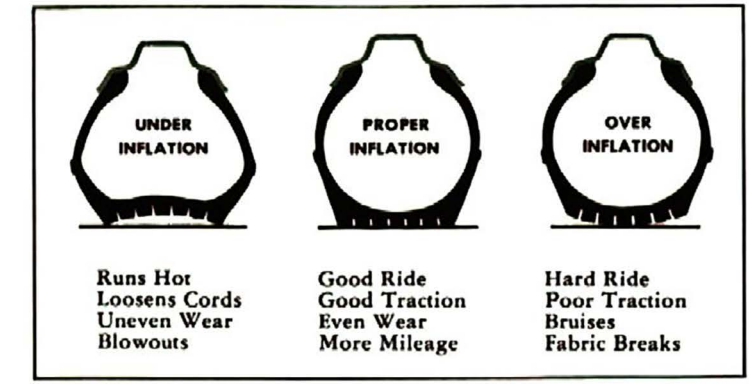
Driving Cautions—A few driving cautions should be observed:

- Do not accelerate engine for over ten seconds in "D", "L", or "R" when car is held with brakes.
- When stopped on an upgrade, do not hold car by accelerating engine except very briefly. Use service brake.
- Move selector to "L" for extremely hard pulls at low road speed.
- Do not move selector from "D" to "L" over 40 mph.
- Never move selector to "R" when car is moving forward.
- Engage parking lock ("P") only when car is completely stopped.
- If car must be towed, place selector in "N". Do not exceed 30 mph. Tow with rear wheels raised if transmission is not operating properly.

Push Start—Should it ever be necessary to start the engine by pushing car, place selector in "N" until car reaches 25 to 30 mph. Turn key to ON and move selector to "L". When engine starts, move selector to "D".

NOTE: *Towing is not recommended for this operation, as car may accelerate into tow car when engine starts.*

TIRES



Tubeless tires are standard equipment on all models. The care and service operations recommended for them are as follows:

1. *Inflating*—Inflation pressure should be checked when tires are cold about once a month. If one or more tires are consistently lower than the others, look for a puncture or slow leak. Maintain these recommended pressures:

   Starting Pressure—24 lbs. when car has been standing three hours or driven less than a mile.

   City Pressure—27 lbs. after driving car three miles or more below 40 miles an hour.

   Highway Pressure—29 lbs. after driving car three miles or more above 40 miles per hour.

   Hard driving normally increases tire pressure. Do not "bleed" air to reduce this higher pressure, since this could lead to under-inflation.

2. *Inspecting*—Nails and other objects which would normally cause a tube and tire to go flat may be picked up in a tubeless tire without causing a noticeable loss of air. A thorough inspection should be made approximately every 1000 miles to locate any such objects, however, if the tire has been punctured, the object should not be removed until car is in a position to have the tire repaired or changed.

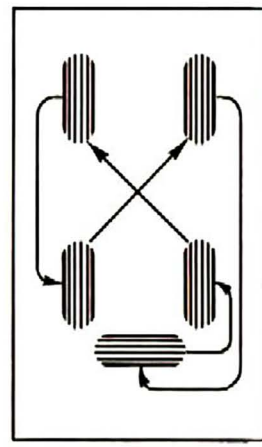
   The surface of the tire at the wheel rim, and the wheel rim itself should be inspected for damage which might cause an imperfect air seal between tire and wheel.

3. *Repairing*—Repair procedures for tubeless tires vary somewhat from the repair procedures for a tire and tube combination. Complete information for making tubeless tire repairs may be obtained from your Chevrolet Dealer or the tire manufacturer.

4. *Changing Tires*—To change a tire, remove jack and spare from rear compartment and position jack under bumper.

Set parking brake, block diagonally opposite wheel, remove hub cap and loosen wheel nuts. Insert handle in jack and, with small lever on side of jack in UP position, raise car until tire clears the ground. Remove the wheel nuts and the wheel and install the spare. Tighten wheel nuts securely, move jack control lever to DOWN position and lower jack, one notch at a time until wheel touches the ground. Re-tighten wheel nuts with wheels on the ground. Store jack in rear compartment.

5. *Switching Tires*—Switching tires from one position to another on the car usually prolongs tire life. Switching as shown in diagram every 5000 miles will help prevent uneven front tires and distribute wear over all five tires.



6. *Balancing Tires*—Due to irregularities in tread wear caused by sudden brake application, misalignment, low inflation pressures, tire repairs, etc., a tire may lose its original balance.

   If a disturbance is felt in the steering wheel due to the action of the front wheels, or if pounding, tramping or shimmying is experienced while driving, one of the first items to check is the static balance of tires and wheels.

APPEARANCE MAINTENANCE

EXTERIOR

Washing the Car—One of the best ways to preserve the original beauty of your Chevrolet's finish is to keep it clean. Calcium chloride and other salts, road tar, excretion from insects, tree sap, chemicals from factory chimneys and other foreign matter may permanently damage the car finish. Frequent, regular washings and a thorough cleaning after exposure is recommended to prevent damage to the finish.

Use either cold or warm (not hot) water to wash the car. Never wash the car in the direct rays of the hot sun, and always wait until the sheet metal surfaces have cooled. Do not wipe off dust and dirt when surfaces are dry as this may leave scratches.

Polishing the Car—Under normal conditions a good coat of wax will protect the metal finish of the car. If the finish becomes slightly dulled by the presence of "spent pigment" you may want to have your Chevrolet Service man polish it to bring back its original luster. Many Chevrolet dealers offer various types of polishing or wax jobs to their owners. Properly performed with materials of known quality, these services will help maintain the good appearance of your car. Chevrolet's Lustur-Seal and Porcelainize both have proven of value in maintaining a good finish to the paint on the car.

Touching Up—To keep your Chevrolet looking new, touch up nicks and scratches the easy way with Chevrolet Color Tipon, the new retractable flow brush dispenser that is no larger than a fountain pen. Available in original factory colors at your Chevrolet Dealer.

Cleaning White Sidewall Tires—Use soap, warm water and stiff brush to remove road grime and curb dirt from white sidewall tires. Use a fine grade of steel wool for severe cases. Do not use gasoline, kerosene, or any oil product that will discolor or deteriorate the rubber.

Convertible Top and Rear Window—Before operating the folding top, be sure to read the convertible top instruction booklet, which also includes hints on the care of the top fabric and plastic rear window.

INTERIOR

Dust and Dirt—Clean the interior of the car frequently. Use a broom or a vacuum cleaner to remove dust and dirt from upholstery, trim and floor. Wipe dust from hard surfaces with a damp cloth.

Spots and Stains—For best results, stains should be removed as soon as possible after they have been made. If allowed to stand for a time they may become set, and hard or impossible to remove. Before attempting to remove spots and stains determine as accurately as possible the type of material and the nature and age of the stain.

Cleaning Agents—Select a cleaning solution which is least likely to damage the material to be cleaned. In general, volatile cleaners are recommended since they have great solvent powers for grease, oil and road grime. The use of alkaline cleaners is not recommended as they may damage the color or finish of fabrics.

Other types of solutions, such as Ammonia Water, Hot or Cold Water, Iron Rust Soap, Ink Eradicator, etc., will probably cause some discoloration and disturbance of the material. In addition, the use of the wrong cleaning agent for a specific stain may set the stain and make its removal practically impossible. For these reasons it is advisable to consult a reliable upholstery reconditioning expert before attempting removal of stains caused by such things as blood, paint, rust, or ink.

GASOLINE AND ENGINE OIL

Use of the proper engine oil is of great importance in assuring maximum performance and economy. For specific recommendations see "Grades of Oil," below.

As in your selection of engine oil, consider the refinery or marketer in choosing the gasoline for your Chevrolet. Most gasoline will provide satisfactory performance, but under some conditions such as high temperature or deposit accumulation, use of a premium gasoline will result in less detonation or "spark rap." Normal detonation or "spark rap" is not harmful. With Chevrolet engines you may use regular fuel, although the compression ratio of both the Chevrolet 6 and V-8 engines is sufficiently high to fully utilize the higher octane value of premium fuel.

Types of Oil— In service, crankcase oils may form sludge and varnish and under some conditions corrosive acids unless protected against oxidation. To minimize the formation of these harmful products and to supply the type of oil best suited for various operating conditions, the oil industry markets several types of crankcase oils. These types have been defined by the American Petroleum Institute as follows:

"Service ML" (Comparable to former Regular Type)—Generally suitable for use in internal combustion engines operating under light and favorable service conditions.

"Service MM" (Comparable to former Premium Type)—Oil having the characteristics necessary to make it generally suitable for use in internal combustion engines operating under moderate to severe service conditions which present problems of sludge, varnish or bearing corrosion control when crankcase oil temperatures are high.

"Service MS" and "Service DG" (Comparable to former Heavy-Duty Types)—Oils having the characteristics to make them generally suitable for use in internal combustion engines operating under unfavorable or severe types of service conditions.

For maximum engine protection under all driving conditions, oils designated "For Service MS" or "For Service DG" are recommended.

OIL VISCOSITY NUMBERS— SAE Viscosity Numbers indicate only the viscosity or body of the oil, that is, whether an oil is a light or a heavy body oil, and do not consider or include other properties or quality factors.

The lower SAE Viscosity Numbers, such as SAE 5W and SAE 10W which represent the light body oils, are recommended for use during cold weather to provide easy starting and instant lubrication. The higher SAE viscosity Numbers such as SAE 20 and SAE 20W, which represents heavier body oils, are recommended for use during warm or hot weather to provide improved oil economy and adequate lubrication under high operating temperatures.

Oils are available which are designed to combine the easy starting characteristics of the lower SAE Viscosity Number with the warm weather operating characteristics of the higher SAE Viscosity Number. These are termed "multi-viscosity oils": SAE 5W-20, and SAE 10W-30.

The following chart will serve as a guide for the selection of the correct SAE Viscosity Number for use under different atmospheric temperature ranges, and suggests the appropriate SAE Viscosity Numbers when multi-viscosity oils are used.

If the lowest anticipated temperature during the interval in which the oil will remain in the crankcase, is:	*The following SAE Viscosity Numbers are RECOMMENDED:*	*If the Multi-Viscosity oils are used, the following grades are RECOMMENDED:*
32°F	SAE 20W or SAE 20	SAE 10W-30
0°F	SAE 10W	SAE 10W-30
Below 0°F	SAE 5W	SAE 5W-20

NOTE: *For sustained high speed driving, when the prevailing daylight temperature is above 90°F., S.A.E. 30 may be used.*

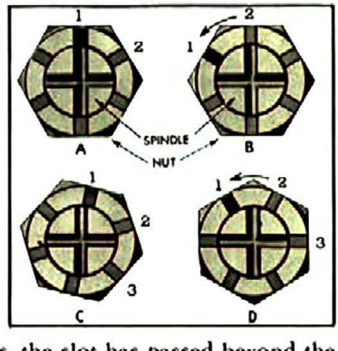
MECHANICAL MAINTENANCE INFORMATION

UNDER THE CAR

The mechanisms which may most readily be inspected and serviced with the car on a hoist, and the service recommended are as follows:

1. *Front Suspension, and Steering Linkage* (see "Lubrication Fittings," page 20).
2. *Front Wheel Bearings*—Remove hub and drum every 10,000 miles. Clean and repack bearings with high melting point grease. Do not pack hub between inner and outer bearings or the hub cap.

   Adjust wheel bearings by tightening spindle nut to 33 ft. lbs. with torque wrench. If at this point a slot in nut lines up with either of the two holes in the spindle, back off the nut ⅙ turn until the next slot lines up with this same hole and insert cotter pin (see views "A" and "B" in illustration).



   If at required torque of 33 ft. lbs. the slot has passed beyond the point of lining up with a hole, back off the nut a sufficient amount (less than ⅙ turn) to line up with the second next slot and the other cotter pin hole (see views "C" and "D" in illustration).
3. *Crankcase*—See "Breaking In," page 7 for care during first 500 miles of car driving. At the end of first 500 miles and every 2000-3000 miles, thereafter, drain and refill using lubricants as recommended on page 15. If flushing is desired, use only SAE 10W oil (3 qts.) and run engine at fast idle until oil is hot. Drain immediately and fill with correct grade of oil.

   NOTE: *Adverse driving conditions such as dust storms, cold or severe weather, or very dusty roads may necessitate more frequent changes. In instances where mileage is accumulated slowly, seasonal changes may be advisable.*
4. *Three-Speed Transmission*—At operating temperature, lubricant should be level with filler plug. Remove plug to check level every 1000 miles and add hypoid lubricant such as SAE 90 "Multi-Purpose Gear Lubricants," as necessary. Straight mineral oil gear lubricant may be used.
5. *Transmission—Overdrive*—The overdrive unit and the three-speed transmission are connected with oil passages so the same lubricant is used for both (see above).
6. *Powerglide Transmission*—Every 25,000 miles drain fluid from Powerglide transmission. Flushing is not recommended. Before draining, warm up transmission, then remove drain plug from

sump. After draining replace plug, and refill using 4½ qts. of fluid. Idle engine in neutral with hand brake set until oil is hot or at operating temperature. Check fluid level and, if necessary, add enough fluid to bring level to full mark on the dipstick. (See page 31 if car is equipped with air conditioning.)

7. *Rear Axle*—At operating temperature, lubricant should be level with filler plug hole. Remove plug to check level every 1000 miles and add hypoid lubricant such as SAE 90 "Multi-Purpose Gear Lubricants" as required. Do not use mineral oil in hypoid rear axle.
8. *Tires*—Inspect tires every 1000 miles for nails, sharp stones, etc. which might cause a puncture (see "Tires," page 12).
9. *Propeller Shaft*—Disassemble universal joints every 25,000 miles, clean and repack with high melting point wheel bearing lubricant.

UNDER THE HOOD

The mechanism which may most readily be inspected and serviced in the engine compartment, and the servicing recommended, are as follows:

1. *Steering Gear*—Check fluid level in gear box every 1000 miles and add "Multi-Purpose" or "Universal" gear lubricant as required to maintain level at filler plug hole.
2. *Power Steering Gear*—Service gear box every 1000 miles the same as for standard steering gear. In addition, check fluid in pump reservoir and add Automatic Transmission Fluid bearing an AQ-ATF number to bring level to full mark on filler cap dipstick.
3. *Brake Master Cylinder*—Check fluid level frequently and maintain level at ½" to 1" below filler opening, using GM Hydraulic Brake Fluid, Super No. 11. If addition of fluid is required more often than every 1000 miles an inspection of the complete system should be made and any leaks or other non-standard conditions should be corrected.
4. *Generator*—Every 1000 miles, fill oiler at each end to the top with a light engine oil. If oil in commutator end bearing becomes completely exhausted through failure to lubricate at regular intervals, fill cup three times consecutively, allowing sufficient time between fillings to permit oil to drain down.

   The successive refilling should only be performed at the rear oiler. Successive fillings never should be made at the front oiler. Overfilling at the front oiler may cause damage to the generator.
5. *Distributor*—Turn lubricant cup down one turn, or fill hinge cap oiler with engine oil every 1000 miles. (Refill cup with chassis lubricant as necessary). Every 5000 miles apply 1-2 drops of light engine oil to the breaker lever pivot and a little Delco Ball Bearing and Cam Lubricant, or equivalent, to the cam. On 8 cylinder engines also apply 3-4 drops of light engine oil to the felt wick under the distributor rotor, and to the breaker lubricating felt oil hole every 5000 miles.

6. *Air Cleaner*—Service every 2000 miles, or more often if inspection indicates more rapid accumulation of dirt. Wash standard air cleaner element in cleaning solvent and recoil with engine oil. If oil bath cleaner is used, clean filter element and reservoir and refill with 1 pint SAE 50 oil or lighter grade in winter.

7. *Crankcase Filler and Dipstick*—See "Breaking In," page 7, for care during first 500 miles of car driving. Check oil level frequently to maintain proper level on dipstick, and refill after draining every 2000-3000 miles. Use lubricants as recommended on page 15.

8. *Crankcase Breather Cap*—Wash in cleaning solvent every 2000-3000 miles or more often if required. Reoil with engine oil.

9. *Radiator*—Check coolant level every 1000 miles when engine is cold and add coolant to 1" below top of tank. Drain and flush radiator twice a year and refill with coolant, using a rust inhibitor when anti-freeze is not used.

   The pressure type radiator filler cap reduces coolant loss. When removing, rotate left to first stop to relieve pressure in system. Turn cap left again to remove.

10. *Battery*—Check fluid level frequently and add distilled water until the level rises to the bottom of the split ring in the vent well. **DO NOT OVERFILL.** If the fluid level drops below plates more often then 1000 miles, consult your Chevrolet Dealer. Saturate battery terminal washer with engine oil every 1000 miles.

11. *Starter Solenoid Linkage*—Coat solenoid linkage with chassis lubricant every 1000 miles. **DO NOT OIL OR GREASE SOLENOID PLUNGER.**

12. *Spark Plugs*—Keep the spark plugs clean. Remove and inspect every 5000 miles and regap or replace as necessary (Spark Plug gap .035").Use new spark plug gasket every time plug is removed.

13. *Fan Belt*—The fan belt also drives the water pump and generator. It should be kept in good condition and proper adjustment to assure efficient engine cooling and generator operation. Check adjustment every 5000 miles and inspect for fraying and deterioration.

14. *Oil Filter*—If equipped with an oil filter, the filter element should be changed at 6000-mile intervals. Adverse driving conditions such as dust storms, cold or severe weather or very dusty roads may necessitate more frequent changes.

15. *Powerglide Transmission Dipstick*—Every 1000 miles, check fluid level with engine idling, parking brake set, transmission oil hot, and control lever in "N" position. Add only "Automatic Transmission Fluid Type A", bearing an AQ-ATF number to bring level up to full mark on dipstick. Do not allow dirt to enter filler tube.
   (See page 31 if car is equipped with air conditioning.)

IN THE DRIVER'S COMPARTMENT

The following items should be checked "behind the Wheel."

1. *Clutch Pedal*—Check the free travel, or "play", of the clutch pedal occassionally. The pressure of one finger should be enough to push the pedal in about an inch before the resistance of the clutch springs is encountered. If there is little or no play the clutch may be slipping, which will result in rapid wear. If there is too much play the clutch may not be disengaging completely making gear shifting difficult. When free travel is less than ¾" or more than 1", an adjustment should be made.
2. *Brake Pedal*—Check the action of the brake pedal frequently. Any unusual conditions such as squeaks, grabbing, spongy feel, or pulling when brakes are applied should be investigated when they occur. If brake pedal travels to within 1" of floorboard in making an ordinary stop, the need for a brake adjustment or relining is indicated.
3. *Steering Gear*—The amount of "play" which may develop in the steering gear will vary with the conditions under which the car is operated. Usually, when play does develop, it occurs gradually and will be noticed only when driving on a rough road or in a stiff cross-wind. When steering "looseness" is noticed, or when wheel has to be turned several inches before the front wheels turn, the steering mechanism and the alignment of the front wheels should be checked. Maintaining proper adjustment of these parts will preserve steering and handling ease and promote longer tire mileage.

ON THE CAR BODY

Many of the annoying squeaks and noises that occur in closed bodies are due to neglect of maintenance service which all bodies should receive regularly. Some of the points which should be lubricated and the lubricant they require are as follows:

CAUTION: *Do not over-lubricate. Wipe off all surplus lubricant.*
Door Lock Rotor and Striker Plate—Use light oil or stainless stick type lubricant on rotor and striker.

Hood Latch Mechanism and Hinges—Apply light engine oil.

Rear Compartment Lid Lock Mechanism—Lubricate moving parts with cup grease.

Lock Cylinders—Lubricate with powdered graphite.

Window Regulators and Controls—Apply a drop of light oil to operating mechanism. Trim panel should be removed when doing this to keep oil from contacting trim.

Door, Hood, and Rear Compartment Lid Weatherstrips and Rubber Bumpers—Coat lightly with a rubber lubricant such as Ru-Glyde.

Rear Compartment Lid Hinges and Torque Rod Ends—Lubricate moving parts with Lubriplate or equivalent.

Seat Adjuster and Seat Track—Use cup grease, graphite grease or dripless oil on track and moving parts.

INSPECTION BY DEALER

After the first 1000 miles of driving, your Chevrolet dealer will make the following inspection and adjustments:

Road Test Vehicle for Engine, Clutch, Steering and Brake Operation, and for Chassis and Body Noise. Make Necessary Corrections.

Set Ignition Timing.

Check Lights and Adjust Aim, if necessary.

Check and Fill Battery.

Check Electrical Connections.

Check Operations of All Instruments.

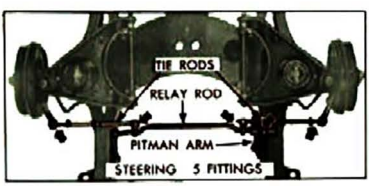
Check Operation of All Body Hardware.

Adjust Brakes, as required by road test.

With few exceptions, the only way to determine what additional maintenance service your car might need is through your observation of the way it runs, plus visual inspection or testing by mechanics trained on Chevrolet diagnosis. Have your car inspected at regular intervals by your Chevrolet dealer.

LUBRICATION FITTINGS

The application of Chassis Lubricant is recommended every 1000 miles at the fittings indicated.



1. Front Suspension

Upper Control Arm (Left)	fitting at spherical joint	= 1 fitting
Upper Control Arm (Right)	fitting at spherical joint	= 1 fitting
Lower Control Arm (Left)	fitting at spherical joint	= 1 fitting
Lower Control Arm (Right)	fitting at spherical joint	= 1 fitting

2. Steering Gear Tie Rod (Left) fitting at each end = 2 fittings
   Steering Gear Tie Rod (Right) fitting at each end = 2 fittings
   Relay Rod fitting at Pitman Arm = 1 fitting

TOTAL = 9 fittings

MAINTENANCE SCHEDULE

The table below indicates some of the things which should be done at regular mileage intervals.

Mileage	Lubricate Chassis	Change Oil	Clean Air Cleaner	Clean Spark Plugs	Rotate Tires	Check Brake Adjustment	Tune Engine	Complete Inspection by Dealer	Pack Front Wheel Bearings
500		★							
1000	★							★	
2000	★	★	★						
3000	★								
4000	★	★	★						
5000	★			★	★	★	★	★	
6000	★	★	★						
7000	★								
8000	★	★	★						
9000	★								
10000	★	★	★	★	★	★	★	★	★

After 10,000 miles repeat above schedule starting with 1,000 mile operations at 11,000, 21,000, 31,000 miles, etc.

After every 25,000 miles:

Change Powerglide transmission oil.

Lubricate universal joints.

NOTE: *Rear wheel bearings are permanently packed upon installation at the factory and need no further service.*

The following operations should be done as indicated:

Period	Check Battery	Check Air in Tires	Add Anti-Freeze	Flush Cooling System
2 Weeks	★	★		
Spring				★
Fall			★	★

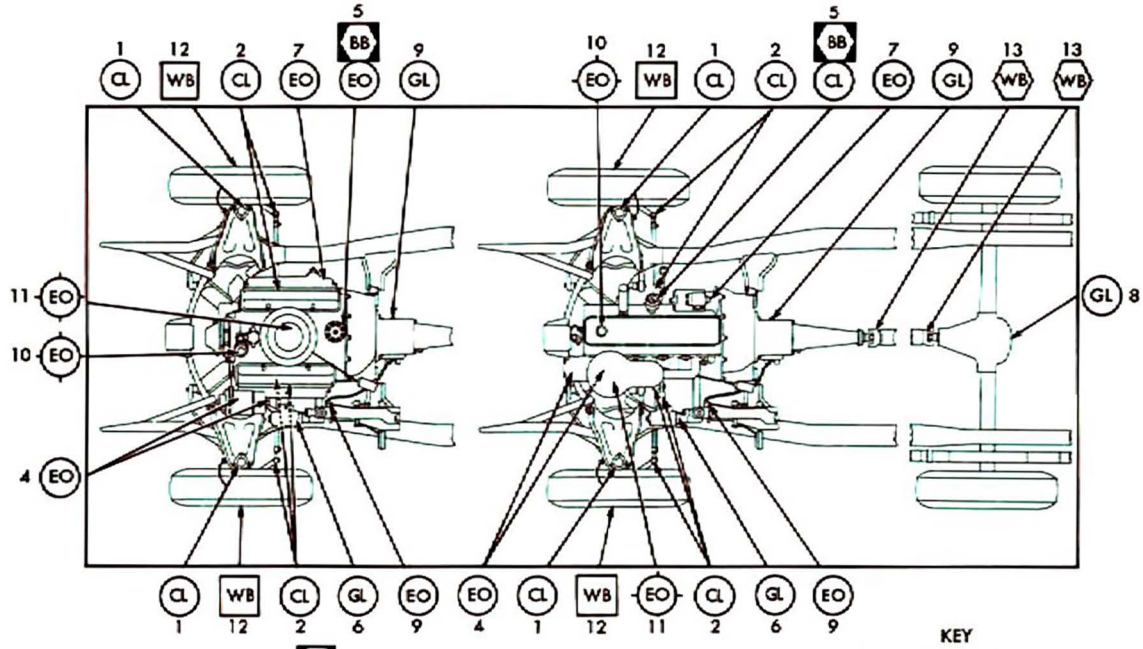
MAINTENANCE GUIDE

The units listed in the table below should be checked at the mileage or time interval indicated, and serviced as outlined on the page and item shown in the reference column.

Lubrication points are numbered in the left column of the table and indicated by corresponding numbers in the lubrication chart.

Lubrication Point	*UNIT*	*Interval*	*REFERENCE Page*	*Item*
	Crankcase	1st 500 miles	16	3
1	Front Suspension	1000 miles	20	1
2	Steering Linkage	1000 miles	20	2
4	Generator	1000 miles	17	4
5	Distributor	1000 miles	17	5
5	Distributor Cam	5000 miles	17	5
7	Starter Solenoid Linkage	1000 miles	18	11
	Tires (Inspect)	1000 miles	12	2
	(Switch)	5000 miles	13	5
	FLUID LEVELS			
	Battery	2 weeks	18	10
	Brake Master Cylinder	1000 miles	17	3
	Radiator	1000 miles	18	9
8	Rear Axle	1000 miles	17	7
6	Steering Gear	1000 miles	17	1
	Steering Gear (Power Steering)	1000 miles	17	2
9	Transmission (3-Speed and Overdrive)	1000 miles	16	4, 5
	Transmission (Powerglide)	1000 miles	18	15
	(With air conditioning)	1000 miles	31	—
	Shifting linkage idler bushing	1000 miles	—	—
	Crankcase	2000 miles	18	7
10	Crankcase Breather Cap	2000 miles	18	8
11	Air Cleaner	2000 miles	18	6
5	Distributor	5000 miles	17	5
	Spark Plugs	5000 miles	18	12
	Fan Belt	5000 miles	18	13
	Inspection by Dealer	5000 miles	20	
	Oil Filter	6000 miles	18	14
12	Front Wheel Bearings	10000 miles	16	2
	Transmission (Powerglide)	25000 miles	16	6
	(With air conditioning)	25000 miles	31	—
13	Propeller Shaft Universal Joints	25000 miles	17	9
	Radiator	Twice a year	18	9
	Clutch Pedal	*	19	1
	Brake Pedal	*	19	2
	Steering Gear	*	19	3

**These items should be checked from time to time as driving conditions dictate.*


1 CL
12 WB
2 CL
7 EO
5 BB
9 GL
10 EO
12 WB
1 CL
2 CL
5 BB
7 EO
9 GL
13 WB
13 WB
11 EO
10 EO
4 EO
GL 8
CL 1
WB 12
CL 2
GL 6
EO 9
EO 4
CL 1
WB 12
EO 11
CL 2
GL 6
EO 9
LUBRICATE EVERY 1000 MILES
LUBRICATE EVERY 2000 MILES
LUBRICATE EVERY 5000 MILES
LUBRICATE EVERY 10000 MILES
LUBRICATE EVERY 25000 MILES
KEY
GL—"MULTI-PURPOSE" OR "UNIVERSAL" GEAR LUBRICANT
BB—DELCO BALL BEARING AND CAM LUBRICANT
WB—WHEEL BEARING LUBRICANT
CL—CHASSIS LUBRICANT
EO—ENGINE OIL

SPECIFICATIONS

Car Serial Number—Stamped on plate attached to left front body pillar.

Engine Number—Stamped on boss on block, on right front side of 8-cylinder engine, and on right side to rear of distributor of 6-cylinder engine.

Tire Pressure (cold)—6:70 x 15—4-ply rating—24 lb.

Capacities:

Gasoline Tank	
Station Wagon and Sedan Delivery	17 gal.
All other models	16 gal.
Cooling System—with heater	17 qt.
—less heater	16 qt.
Transmission—3-speed	2 pt.
—Overdrive	3 pt.
—Powerglide—Sump Refill	4½ qt.
Differential	4 pt.
Crankcase (refill)	
Line Six Engine	5 qt.
V-8 Engine	4 qt.
Oil Bath Air Cleaner	1 pt.
Power Steering	1.5 pt.

Clearances:

Valve Clearance—Hydraulic Tappets	No adjustment needed
Spark Plug Gap	.035″
Distributor Point Gap (new points)	.019″
Clutch Pedal Clearance	¾″ to 1″

Engine Data:	*6 cylinder*	*8 cylinder*
Bore (inches)	3 9/16	3¾
Stroke (inches)	3 13/16	3
Piston Displacement (cu. in.)	235.5	265
Firing Order	1-5-3-6-2-4	1-8-4-3-6-5-7-2
Max. Brake Horsepower—		
Conventional and Powerglide	140 @ 4000	162 @ 4400

BULB SPECIFICATIONS

NAME	*Candlepower*	*Number*
Headlamp Unit—Upper	50 W	Sealed Beam
—Lower	40 W	Sealed Beam
Parking Lamp and Directional Signal	4-32	1034
Tail and Stop Lamp	4-32	1034
Direction Signal Lamp—		
Front	Uses Parking Lamps	
Rear	Uses Tail and Stop Lamps	
Instrument Cluster Lamp	2	57
Direction Signal Indicator Lamp	1	53
Oil Pressure Indicator Lamp	2	57
Generator Indicator Lamp	2	57
Headlamp Beam Indicator Lamp	1	53
Powerglide Quadrant Lamp	2	57
Ignition Switch Lamp	1	53
Glove Compartment Lamp	2	57
Dome Lamp	15	1004
Rear Quarter Lamp—Sport Coupe	6	90
Courtesy Lamp—Convertible	6	89
License Plate Lamp	3	67
Radio Dial Lamp	2	57
Heater Control Panel Lamp	2	57
Clock Lamp	3	67

Thermal Circuit Breakers—One circuit breaker in the lighting circuit for the headlamps and tail lamps eliminates a fuse in the circuit. When current load is too heavy, the circuit breaker opens and closes rapidly, reducing current sufficiently to protect wiring until the cause is eliminated. A second circuit breaker in the circuit for other lamps prevents short circuit or overload in that circuit from disabling the headlamp circuit. Both circuit breakers are incorporated in the light switch.

Fuses—The overdrive electrical system is protected by a 9 ampere fuse located near the relay on the front of dash (left side) in spring loaded fuse holder. The radio, heater and other accessories incorporate fuses located at the junction block on the passenger side of the dash panel. The radio fuse has a 7.5 ampere capacity and the heater fuse has a 9-ampere capacity.

STATION WAGON AND CONVERTIBLE INFORMATION

Station Wagon—6 Passenger—The area behind the front seat can readily be converted to carry either extra passengers or extra cargo. The passenger position provides seating capacity for three people and ample space for luggage. To convert for additional cargo carrying space, lift rear of seat cushion and, when it is perpendicular, swing support rail over cushion from rear to front, then lower the cushion until rail rests on floor. Pull top of seat-back forward and down into opening vacated by seat cushion.

Station Wagon—9 Passenger—A third seat in this model provides room for three additional people. The center seat operates the same as the second seat of the six passenger model except that it is in two sections, the smaller being a folding "jump seat" for access to the third seat. *To convert the rear seat to cargo space:* Remove seat cushion by lifting up on the front edge and pulling forward. Pull forward on the top of the backrest cushion, then lift it up and out. (Note: Store these cushions in a clean dry place.) Pull the hinged backrest toward you, away from the two support rods, and unfold it until it lies flat, forming the floor of the cargo space. Swing the two backrest support rods down and out of the way. (Important: Be sure to reposition both rods to support backrest when reassembling the seat.)

On all station wagons the spare tire and car jack are carried in a well under the floor at the rear of the cargo compartment.

Convertible—*Courtesy Lamps*—Dual courtesy lamps, located under the instrument panel at either side are controlled by the automatic switches at the doors, or by the headlamp switch.

Top and Rear Window—See booklet "How to Operate the Folding Top."

ACCESSORIES AND OPTIONS

POWER STEERING

Chevrolet's Power Steering is designed to reduce steering effort without removing the so called "feel" of steering. Power steering assistance is zero up to a pull of about 3 pounds on the rim of the steering wheel and steering is entirely normal. At this 3pound load, the system starts to assist the driver's effort and at a 8 pound load will contribute about 80% of the effort required to turn the front wheels.

POWER BRAKES

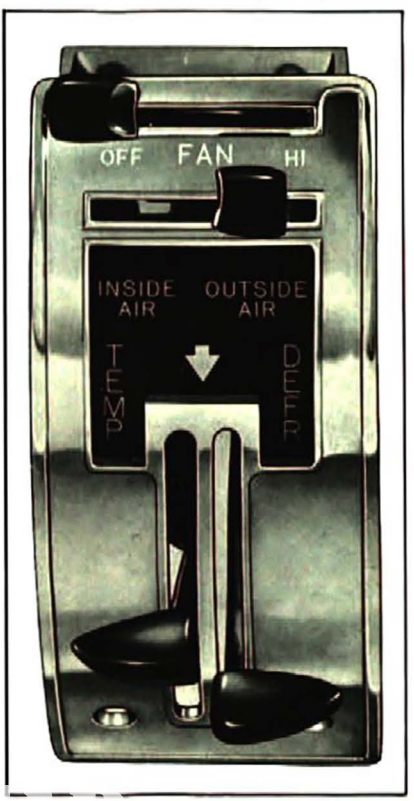
If your Chevrolet is equipped with power brakes the brake pedal is positioned at nearly the same height as the accelerator so you can pivot your foot on the heel between the two pedals without lifting your foot from the floor.

The Chevrolet power brake system incoporates a vacuum reserve to provide for at least one power brake application shortly after engine is stopped. The operator should make several trial stops to familiarize himself with the operation of the brakes. In the event that the engine is stalled and the vacuum reserve is expended increased foot pressure on the pedal is necessary for brake response.

CHEVROLET DELUXE HEATER

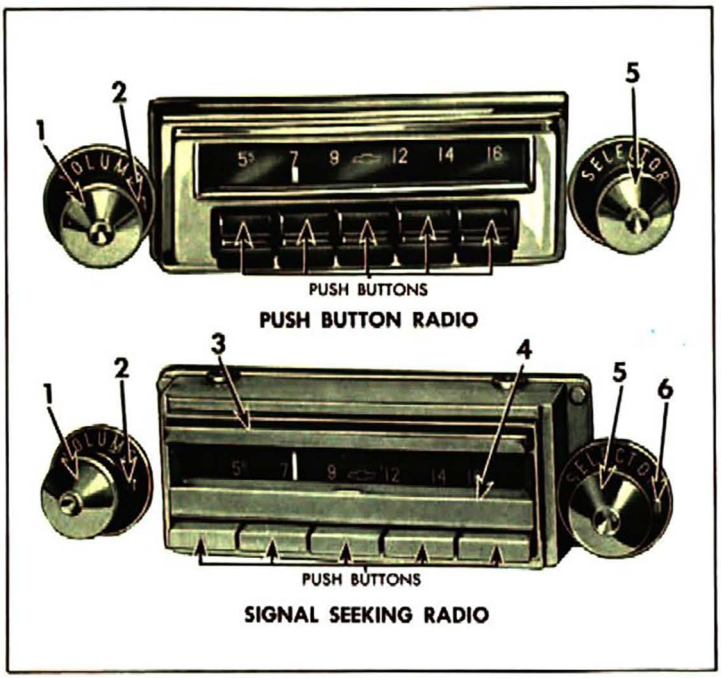
Chevrolet's Deluxe Heater provides all year comfort regardless of weather. The heater controls are located on the instrument panel to the right of the steering wheel within easy reach of the driver or front seat passenger.

1. *Fan*—The two-speed blower switch is controlled by the lever in the horizontal slot at the top of the heater control panel. Fan is off when lever is at extreme left end of slot, on low-speed when lever is at middle of slot, and on high speed when lever is at extreme right end of slot.
2. *Air Supply*—The source of air to the heater is selected by the lever in the horizontal slot above the markings "INSIDE AIR" and "OUTSIDE AIR". When lever is set at extreme left end of slot, air inside the car is recirculated through the heater. When the lever is at extreme right end of slot, outside air is supplied to the heater.
3. *Heating*—Temperature settings are determined by the position of the lever in the vertical slot to left of center on the heater control panel. No heat is supplied when lever is all the way up, maximum heat is obtained when lever is all the way down. Desired temperature may be maintained by setting lever at in-between points.
4. *Air Distribution*—The lever in the vertical slot to the right of center on the heater control panel positions an air valve which determines the amount of air directed to the windshield defroster manifold or to the air outlet near the floor at the center of the dash panel. All the air is directed to the defroster manifold when lever is at bottom of slot and to the air outlet when lever is at top of slot. A midway position of the lever sets the valve so part of the air goes to the manifold and part of it goes to the air outlet.



CHEVROLET RADIO

Three radio models are available, one with manual tuning, one with manual tuning and push button selector, and one with manual tuning, push button selector and signal-seeking tuner. The location and identification of controls for the pushbutton and signal seeking models are shown below.



1. Switch and Volume Control
2. Tone Control Ring
3. Tuning Bar
4. Hinged Plate
5. Tuning Control Knob
6. Sensitivity Selector Ring

Manual Tuning—All three models may be manually tuned as follows:

1. Turn switch and volume control knob clockwise to turn on radio and to increase volume.
2. Rotate tuning control knob to select desired station.
3. Rotate tone control ring to provide desired tonal quality.

Push Button Selector—Selection of five pre-tuned stations is accomplished on the push button radios by pushing the desired button. The stations may be pre-tuned on each model as follows:

1. Custom Push Button Radio
   a. Warm up radio at least ten minutes. In sub-zero weather allow thirty minutes or more.

b. Choose five stations and arrange so lowest frequency can be selected by left push button.
c. Move button slightly to right and pull out approximately one-half inch.
d. With manual tuning control knob, tune desired station to best reception.
e. Firmly push button in to the full extent of its travel.
f. Repeat procedure for remaining buttons or to change station at any time.

2. Signal Seeking Radio.
   a. Warm up radio at least ten minutes. In sub-zero weather allow thirty minutes or more.
   b. Move manual tuning control knob to position of best reception of favorite station nearest left end of dial.
   c. Open hinged plate to gain access to red index tabs and, as accurately as possible, move left tab until tip of tab lines up with the dial pointer.
   d. Select the next favorite station to the right and push the second tab so that it lines up with the dial pointer.
   e. This procedure should be followed until all five stations are selected in order to the right and all tabs are properly positioned. If any station is not tuned in accurately when the button is pushed, slide the tab slightly to the left or right until satisfactory tuning is obtained.

Signal Seeking Tuner—Automatic tuning is accomplished on the Signal Seeking Radio by pushing the automatic tuning bar. The number of stations which will be automatically tuned is determined by the setting of the sensitivity selector ring behind the manual tuning knob. Operation of these controls is described below:

Sensitivity Selector—Rotate ring behind manual tuning knob to any one of four positions to determine range of stations available for selection with the automatic tuning bar. Turning this ring clockwise increases number of stations for tuning bar operation, while turning the knob counterclockwise decreases the number of stations available. In the extreme counter-clockwise position this control will select only the strongest available stations,while in the extreme clockwise position, the automatic tuning bar will automatically tune in any listenable station.

Automatic Tuning Bar—Push in automatic tuning bar located above radio dial to reject station to which you are listening and advance toward right to nearest station in range that has been predetermined by the position of the sensitivity selector ring. As this tuning bar is successively pushed in, the station position selected will advance toward the right until the end of the selected range is reached. Additional operation of the tuning bar will then automatically return to select again the first station in the predetermined range. If tuning bar is pressed in during push button operation, it will return the button in operation to the "off" position. Tuning bar operation will automatically accomplish fine tuning to select stations at positions of best reception on the band.

AIR CONDITIONING

The All-Weather Air Conditioning Unit installed in your vehicle will provide you with pleasant relief from summer heat, winter cold, and oppressive humidity in all seasons. At any season you will now be able to select your weather and enjoy a refreshing atmosphere.

CONTROLS

Since the factors which determine the condition of outside air vary independently, they require independent controls. Six control knobs adapt the system to a wide range of such variations.

Five knobs move through slots in a control plate mounted on the instrument panel to the right of the driver. Operation indicators on an illuminated dial are simple and clear. Two pull-out knobs are mounted on the instrument panel lower flange directly below the control panel.

The left pull out knob controls the amount of air distributed through the adjustable nozzles at each end of the instrument panel and to the front compartment floor. The instrument panel nozzles may be positioned to direct air along the inside roof line, downward or directly at the passengers.

The right pull out knob is a manual throttle control to enable the driver to maintain a high enough engine idling speed when the car is parked to provide sufficient operating speed of the unit compressor to provide cooling.

NOTE: *On Powerglide-equipped cars it is important that the transmission selector lever be in PARK or NEUTRAL position before throttle control is pulled out to increase engine idle.*

The two-speed blower control knob moves across the top of the control panel indexing at OFF, FAN, and HI. To prevent the refrigeration system from operating with insufficient air supply, the wiring is so arranged that current becomes available to engage the com-

pressor clutch only when the blower switch is in the intermediate or HI position.

Below the blower control, another knob moves horizontally, stopping either at OUTSIDE AIR on the left or INSIDE AIR on the right to determine the source of air supply.

Over three vertical slots are the indicators HEAT, REFR and DEFR. The DEFR knob positions the defroster door. As the knob is moved down, the amount of air directed to the defroster is increased.

The HEAT control knob adjusts a thermostat valve. Moving the knob down increases the temperature setting. The heat output required to maintain the desired temperature within the car is obtained by continuous thermostatic regulation of the flow rate of hot water through the core.

Moving the REFR knob down approximately a quarter of an inch closes the refrigeration switch, which is part of the cool air temperature control unit located in the cool air outlet. Pressing the knob down farther lowers the temperature setting of the adjustable thermostat.

The recirculation selector knob below the blower control knob is cable connected to a door hinged over the cowl intake passage. When outside air becomes excessively contaminated, the knob may be moved to INSIDE AIR to cut off the outside supply. The blower then recirculates the inside air through the conditioning unit.

The combinations of temperature and relative humidity which satisfy personal comfort fall within considerably narrower limits than nature usually supplies.

In off seasons and in temperate climates when outside air temperature stays at a desirable level, the atmosphere often seems heavy and unpleasant, excessive relative humidity being the most frequent cause. Since the moisture content of the air is too close to saturation, body moisture is not absorbed at a satisfactory rate.

With the Chevrolet system, the right combination of temperature and humidity is easily obtained regardless of weather conditions. By setting the REFR knob for cooling and the HEAT knob for heating, excess moisture may be removed from the air without changing the temperature in the car. If a warmer or cooler atmosphere is desired, the HEAT knob is positioned accordingly.

Cooling System Precaution

Due to construction of this unit it is imperative that the engine cooling system be protected to at least 20°F. in summer months or freezing of the coolant may result.

Powerglide Fluid Level

If car is equipped with Air Conditioning, fluid level is checked through removable plug hole in transmission right side cover. Fluid level must be maintained at level of this hole.

OWNER SERVICE POLICY

Upon delivery of your new Chevrolet, you received an Owner Service Policy which you should read carefully and keep with your car during the Warranty period.

Under the terms of this policy you are entitled to receive, from any Chevrolet dealer in the U. S. A. or Canada, an inspection and adjustment, on a no charge basis, if the policy coupon is presented during the first 1,500 miles of vehicle operation.

Any Chevrolet dealer in the U. S. A. or Canada is authorized to replace, without charge for material or labor, any parts found to be defective under the terms of the Chevrolet Factory Warranty.

OWNER SERVICE POLICY

1. Delivery . . . The Dealer will see that the vehicle is properly prepared according to Standard Factory instructions before delivery to the owner.

2. Use of this Policy . . . This Owner Service Policy entitles the owner to receive service in accordance with the terms hereof at all authorized Chevrolet Service Stations. This Policy should be carried in the vehicle at all times.

3. Installation of Parts Furnished Under Warranty . . . Parts supplied under the manufacturer's warranty (see Owner's Manual) will be installed by any Chevrolet dealer in the United States or Canada without any charge for labor.

4. 1000-Mile Adjustment . . . The attached coupon, when signed by the authorized Chevrolet selling Dealer, entitles the owner to the inspection and adjustments listed on the back. These services are given free by any Chevrolet dealer in the United States or Canada upon surrender of the coupon.

5. Inspections . . . In order that your Chevrolet vehicle may provide maximum service and dependability, we suggest that you have it inspected every 30 days or 1000 miles by an authorized Chevrolet service station.

6. Tourist Privilege . . . Upon presentation of this Policy by the owner when touring, any authorized Chevrolet service station in the United States or Canada will perform the services as outlined in paragraphs three, four and five.

7. Change of Residence . . . In the event the owner moves to another location before the warranty period has expired, the authorized Chevrolet service station serving the new locality will fully honor this Policy, and will render any no-charge service due under paragraphs three, four and five.

MANUFACTURER'S WARRANTY

It is expressly agreed that there are no warranties, expressed or implied, made by either the Dealer or the Manufacturer on Chevrolet motor vehicles, chassis or parts furnished hereunder, except the Manufacturer's warranty against defective materials or workmanship as follows:

"The Manufacturer warrants each new motor vehicle, including all equipment or accessories (except tires) supplied by the Manufacturer, chassis or part manufactured by it to be free from defects in material and workmanship under normal use and service, its obligation under this warranty being limited to making good at its factory any part or parts thereof which shall, within ninety (90) days after delivery of such vehicle to the original purchaser or before such vehicle has been driven 4,000 miles, whichever event shall first occur, be returned to it with transportation charges prepaid and which its examination shall disclose to its satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties, expressed or implied, and all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any other liability in connection with the sale of its vehicles."

"This warranty shall not apply to any vehicle which shall have been repaired or altered outside of an authorized Chevrolet Service Station in any way so as in the judgment of the Manufacturer to affect its stability and reliability, nor which has been subject to misuse, negligence or accident."

The Manufacturer has reserved the right to make changes in design or add any improvements on motor vehicles and chassis at any time without incurring any obligation to install same on motor vehicles and chassis previously purchased.

TIRE AND BATTERY WARRANTY

The battery furnished with your new Chevrolet carries a separate Warranty and your Chevrolet dealer will gladly assist you in registering it with your nearest agent.

The tires furnished with your new Chevrolet are warranted by the Tire Manufacturer and are not required to be registered. All adjustments are made by the Tire Manufacturers Retail outlets on a wear basis.